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CENTRAL INTELLIGENCE AGENCY

## REPORT

# INFORMATION REPORT

COUNTRY East Germany

SUBJECT: ~~COUNTRY~~ Leuningsdorf Airfield

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the VEB Ing.-Tiefbau  
Brendenburg employed 1,175 workers at Vietmannsdorf airfield on  
20 September 1954.

2. The previous rumor on the evacuation of Grunewald was still circulating in October, although no official information was received.1

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5. The connecting Lane A/B, called Object No 103, had a length of 400 concrete slabs, each slab being 7.4 meters long. Widening work on the lane was not done on the entire length but only on about 2,500 meters. The exact points where expansion work was to start and end could not be determined. The lane which was 21 meters wide and 40 cm thick was to be enlarged by a strip about 20 meters wide on either side. Each strip was to consist of 3 rows of concrete slabs. Grading work on the eastern expansion strip was almost completed. Concreting work was started at the southern end. On 2 October, 216 slabs were laid. The concrete cover was only 30 cm thick. The outer edges were to be reinforced by very thick concrete footings laid under the outer row of concrete slabs.

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4. Or 2 October, concreting work was almost completed on the western section of the 21-meter-wide taxiway which branches off from the southern end of connecting lane A/B and leads to the dispersal areas. The taxiway consisted of 3 rows of concrete slabs, each slab 7 x 7.4 meters.<sup>2</sup>

5. Fuel dump I. The fence around this fuel dump was almost completed by 11 October. The dump was allegedly to be blocked to traffic. Each fuel container had 2 apertures about 60 cm in diameter projecting 15 cm over the surface of the container and covered with screw caps. A relief pressure valve was fitted at one of the two apertures of each container. At the edge of each container, there were 2 entrance hatches each 70 cm in diameter. The hatches consisted of 15-cm-thick concrete rings which protruded 65 cm beyond the plates which cover the 1-meter interval between the wall of the container and the concrete protective wall. Seven climbing spurs were fitted at each concrete ring.

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At the edge of the concrete protective wall there was a ventilation aperture, a concrete shaft 80 cm square, which projected beyond the concrete protective wall by 1.5 meters. The ventilation aperture was covered by a concrete square plate which protruded slightly on all sides. There were 50-cm-wide wooden ventilation flaps on the four sides. A brick smokestack, outer dimension 45 x 45 cm and inner dimension 30 x 30 cm, was fitted on the other side of the concrete protective wall. It was as high as the ventilation shaft and was covered by a concrete lid 25 cm in diameter. The interval between the wall of the container and the concrete protective wall was covered by a 7-cm-thick concrete plate which rested on one side on the 15-cm-wide edge of the concrete wall and, on the other side, on angular irons fitted around the wall of the container 30 cm below its upper edge.

Fuel dump II.

Construction work on fuel dump II in Jagen (forest subdistrict) 157 was temporarily suspended.

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Fuel dump III. This fuel dump was scheduled to be built east of the southern section of connecting lane A/B. There was a pit, about 60 x 80 meters and 2.5 meters deep, from which earth had been hauled to the connecting lane A/B. This pit was allegedly to be used for the establishment of the fuel dump.<sup>3</sup>

6. In early October, no work was being done in the ammunition dump which seemed to be in good order. All the timber sections were painted green. The dump was blocked and permanently guarded by German sentries.
7. In early October, all the barracks buildings were being winterized. The outer walls were being painted and the stoves repaired.
8. In early October, the air force construction company raised an earth layer about 10 cm thick on the graded areas of the western landing field. For this purpose, the soil which had been piled up along the runway and taxiway was used. Later, the earth layer was to be topped by soil from the swamp.
9. Concreting work continued on the 6-meter-wide connecting road between fuel dump I and fuel dump II. On 2 October, a strip of about 400 meters was completed.
10. Individual construction sites were repeatedly inspected by officers and civilians. Some of the officers arrived in sedan [redacted]
11. Only German personnel were employed as guards at the field.
12. Between 13 September and 16 October, efforts were concentrated on connecting lane A/B which extended toward Klein Doelln and on the adjacent dispersal areas. Work on these installations was allegedly to be completed by 21 December 1954. The construction headquarters, however, wished to advance the target date to 1 December 1954.
13. In mid-October, concreting work was in full swing on the strips on both sides of connecting lane A/B, which was being widened from 21 to 60 meters. Since the target date for the completion of the work was set on 20 November 1954, 60 hours were to be worked weekly

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after 18 October. In order to reach these working hours, full shifts were to be worked on Saturdays and Sundays. In order to accelerate work 2 concrete mixers were to be used in 2 shifts and the entire width of the lane was to be concreted simultaneously. Previously, strips had been alternately covered with concrete. In order to meet the target date, 800 cubic meters of concrete had to be used daily compared to 600 cubic meters daily in the previous period.<sup>2</sup>

14. On 10 October, concreting work on the connecting road between fuel dump I and fuel dump II was discontinued in order to employ the workers from this site for widening work on connecting lane A/B. Upon completion of the work on the latter site on 20 November, work was to be resumed on the road to fuel dump II. On this road, concreting work could continue even after light frost because of the thin concrete cover.<sup>2</sup>
15. Concreting work on the dispersal areas near the Klein Doetin Settlement was to be completed by 15 November 1954 and 20 November on areas with a concrete layer of 20 cm and 40 cm respectively.<sup>2</sup>
16. Since 29 September, the following new ratio of mixture for 1 cubic meter of concrete has been used:
  - 320 kg of cement
  - 520 kg of chippings type 15/30
  - 280 kg of chippings type 7/15
  - 1,200 kg of gravel.
17. Since mid-October, a fatigue detail of several hundred Soviet soldiers, allegedly army troops, has been engaged in excavation work on the expansion strips of connecting lane A/B. The Soviet soldiers, who had a considerably high labor efficiency, were quartered in Vogelsang and in the surrounding woods.<sup>4</sup>
18. At least 500 men were to be employed at the field during the winter months. Observations made indicated a tendency by workers to move to so-called winterized places of work.
19. Soviet officers from the construction staff in Werder reportedly inspected the construction site and conferred at the field.
20. During a production conference in mid-October 1954, mention was made that further very large construction projects were planned for 1955. Members of the construction headquarters believed that underground hangars, workshops etc. were to be built.<sup>5</sup>
21. Construction supervisor Hockott (fnu) who was a special friend of the construction chief was assigned as assistant to the concreting foreman since the latter was believed to be politically unreliable.
1.   Comment. This rumor which has been reported several times has not been confirmed. There is some possibility that the evacuation of Gruenewald might take place at a later date.

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2. Comment.  sketch of connecting lane A/B and the dispersal areas. See Annex 1. It is noteworthy that work on connecting lane A/B and on the dispersal areas near the Klein Doelln Settlement is to be completed in 1954. The importance of completing these installations this year is indicated by the fact that laborers were withdrawn from the connecting road between the 2 fuel dumps and assigned to work there.


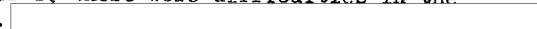
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3. Comment.  sketches of the fuel dump I:

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- a. Location sketch of 4 containers, see Annex 2, sketch 1;
- b. Top view of a container see Annex 2, sketch 2;
- c. Longitudinal section of a ventilation shaft, see Annex 3, sketch 1;
- d. Side view of covered interval between wall of container and concrete protective wall, see Annex 3, sketch 2.

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The purpose of the shaft, called smokestack  has not yet been determined. No orders on the construction of fuel dump II in Jagen 157 have presumably been given so far. According to previous reports, there were difficulties in the acceptance of fuel dump I. 

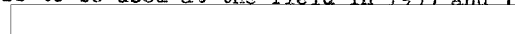
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The presumed location of fuel dump III is entered on Annex 1.

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4. Comment. The employment of army troops for construction work is reported for the first time and appears unusual. If the information is correct, the troops might be assigned to the 25th Tank Div.

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5. Comment. According to a previous report, considerably more concrete is to be used at the field in 1955 and 1956 than in 1953 and 1954.  No details are available on the construction plans.

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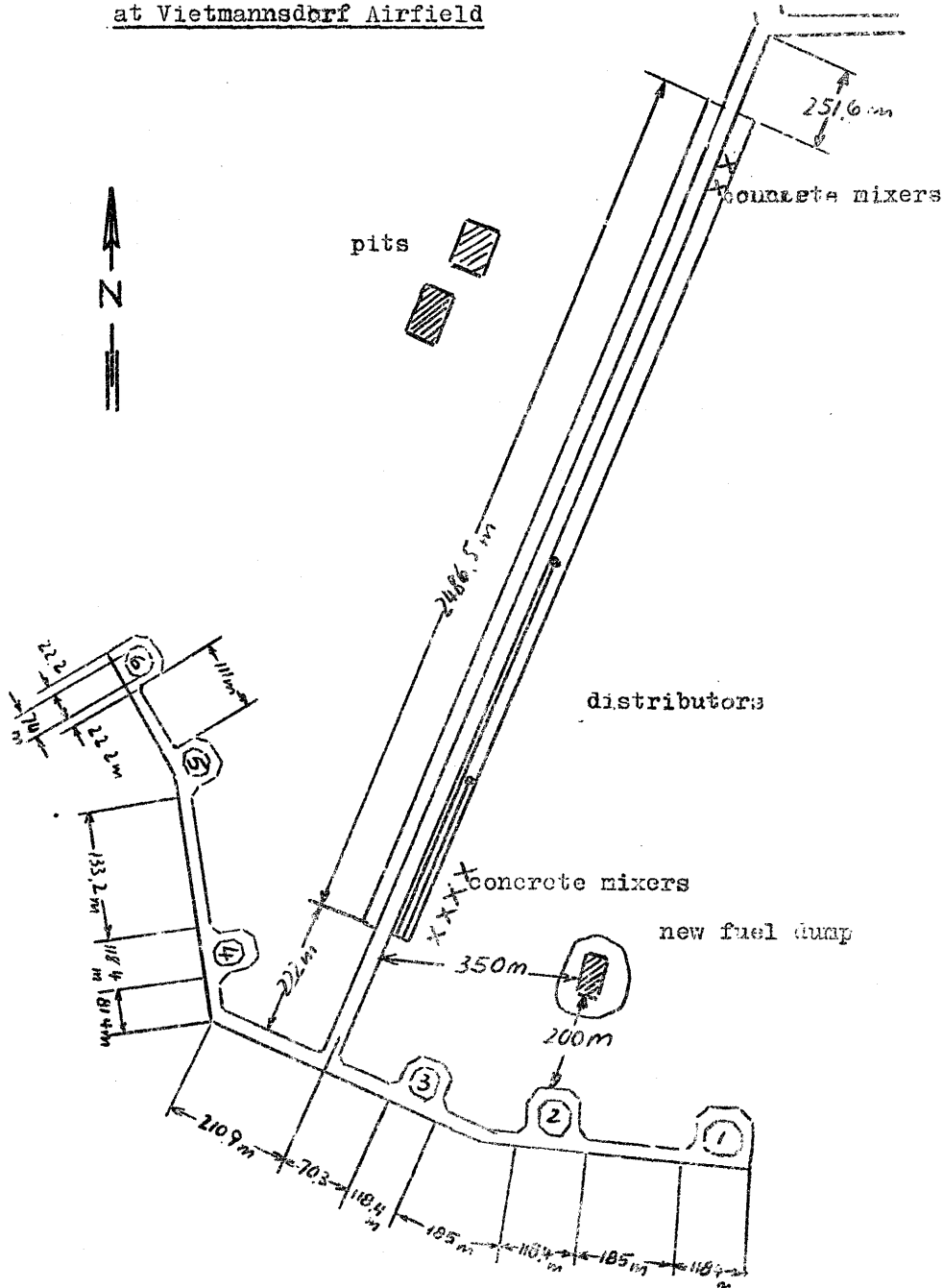
Annex 1

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Connecting Lane A/B and Dispersal Area

at Vietmannsdrf Airfield



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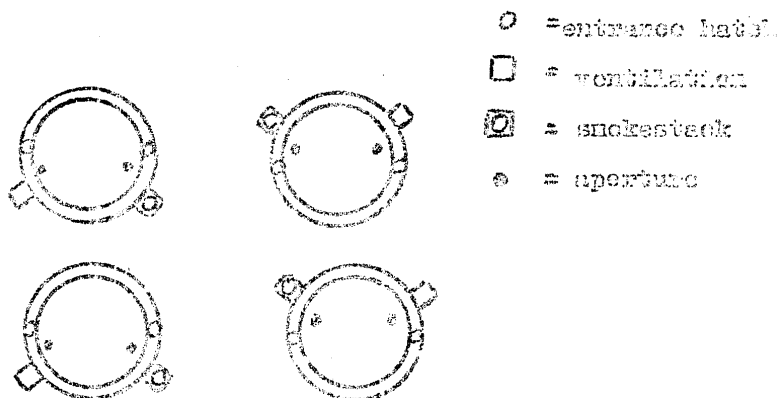
Annex 2

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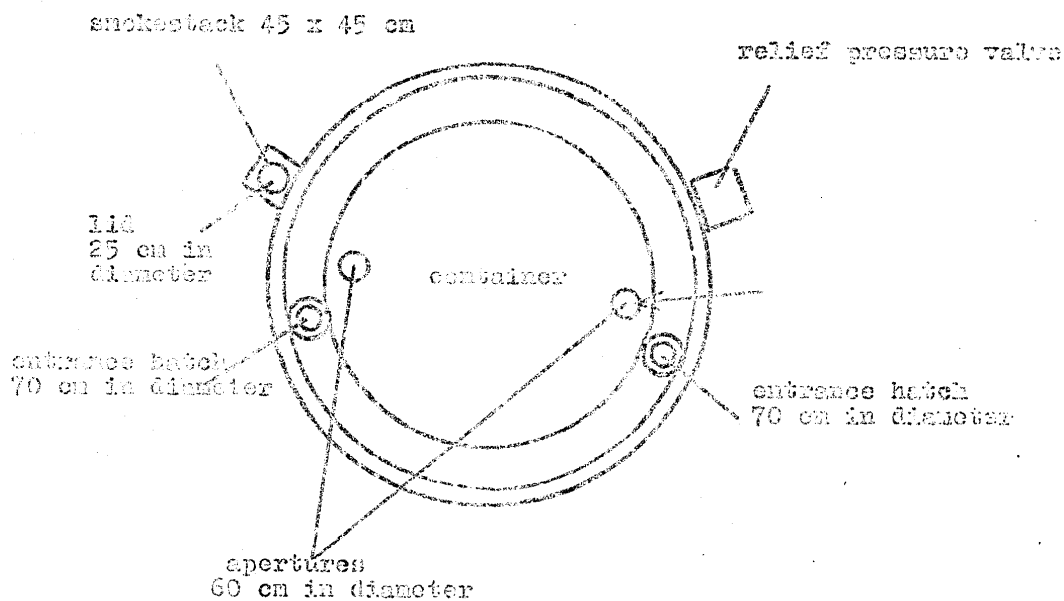
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Sketch 1 Location of 4 Containers in Fuel Dump I



Sketch 2 Top View of Container



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Annex 3

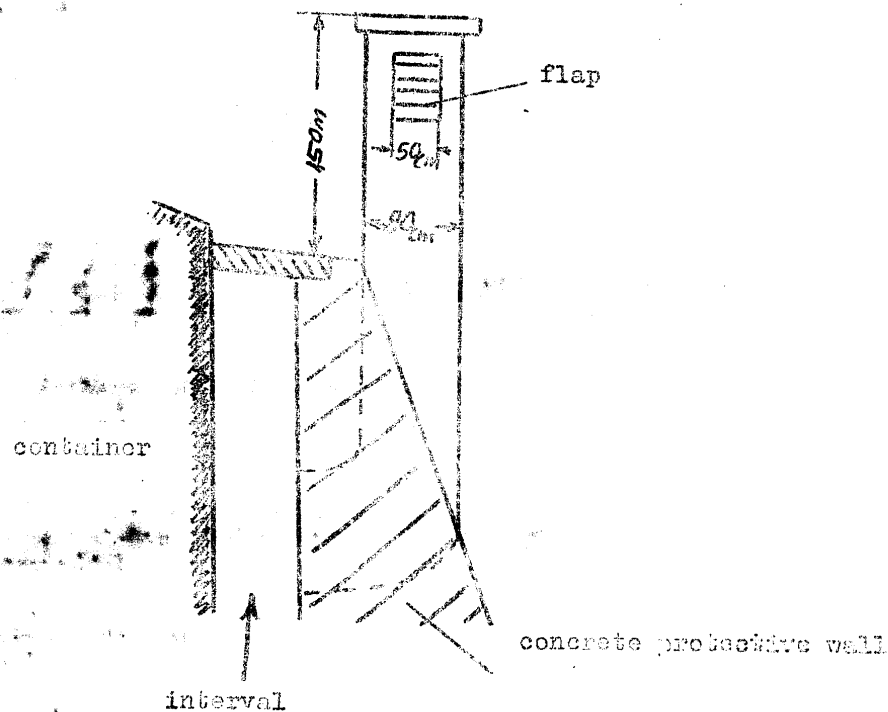
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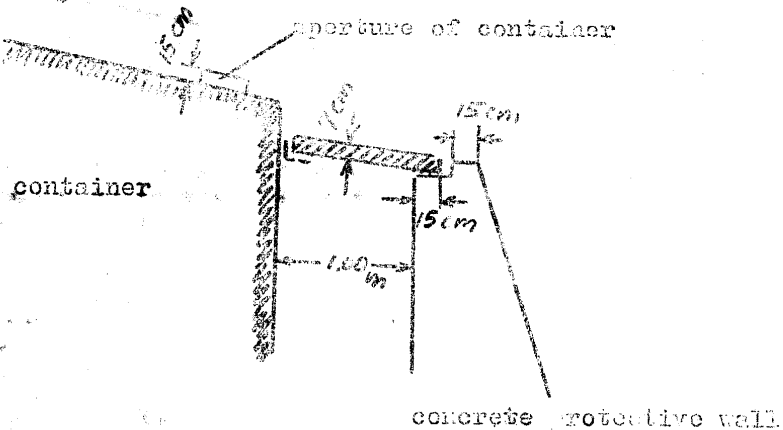
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Sketch 1

Ventilation shaft



Sketch 2



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